

LOCAL RIFLEMEN MAKE GOOD SCORE

Militia Team Gets Third
Prize at Sea Girt.

RETURNS HOME FROM MEETING

"Off Day" of Two Men Given as
Reason for Defeat—Capt. Cook-
son Says He Has No Excuses to
Offer—Comparison with Scores
of Other Teams in Shoot.

The National Guard expert riflemen
of the District of Columbia returned last
night from the twenty-first annual Sea-
girt shooting tournament, where they
captured third prize, with a score of
1,088.

"We have no apologies to make," said
Capt. W. W. Cookson, official coach of
the team, "for the showing our team
made in the tournament. I have been
shooting for twenty years and represent-
ing the District for seventeen years, and
I consider our team the best that ever
represented the District. In the Dryden
match, which is considered the most im-
portant in the country, next to the
Camp Perry matches, we won third
prize, with a total score of 1,088, out of
a possible 1,200. This match should have
been taken by our team, as we had the
men, but owing to an off day of two
of our best men we fell a little short. Our
record, however, was excellent. We
were only ten points behind Ohio, the
winner, and exceeded by twenty-one
points the score of 1,065, which won the
trophy last year.

"When it is considered that the crack
shots from Camp Perry and expert rifle-
men representing the various ammunition
and gun companies were in the match,
as well as teams from seven different
States and from the United States army
and United States cavalry, the District
team deserves great credit."

Win Briggs Trophy.

In the Briggs trophy match the team
from the First Regiment, District
Guardsmen, with Capt. Cookson as cap-
tain, took first prize, winning a trophy
and medals and \$25 in cash. The team
from the Second Regiment of the Dis-
trict, Capt. Helander as captain, took
third prize, winning \$15. The highest
score in the whole shoot was made by
Lieut. Ralph Alderman of the District
team, with a score of 143 out of a pos-
sible 150.

Lieut. Caldwell, of the First Regiment
of District Guardsmen, won the Hayes
match with nineteen consecutive bull-
eyes at 60 yards. In the regimental
team match, the First Regiment team
of the District of Columbia took first
prize. Private Fehr of Company K, First
Regiment, made a score of seventy-
three out of a possible seventy-five, tying
two others for first place in the U. M. C.
Remington match of fifteen shots at 100
yards.

The Dryden contest this year was very
close, and the New York team took
second prize, with a score of 1,055, only
one point less than Ohio's total, the winners.
The individual totals of the District team
members were: Lieut. Alderman, 143;
Lieut. Brown, 135; Private Fehr, 134;
Sergeant Schmitt, 129; Lieut. Caldwell, 123;
Lieut. Clausen, 125; Capt. Helander, 120;
and Private Clausen, 141. Total, 1,088.

NEWS FROM CLUBDOM

On Monday evening last the League of
American Pen Women held a public
meeting at the study room of the Special
Library, the president, Mrs. Anna San-
born Hamilton, presiding.

The invitation of Mrs. T. B. Young, to
entertain the league at her home in Clar-
endon, Va., on the evening of September
20, was accepted. Addressability of forming
State branches of the organization was
discussed, and interesting opinions from
out-of-town members were read by Miss
Elizabeth A. Hyde, committee chairman.

The following writers were elected to
active membership: Mrs. Eleanor R.
Kirkpatrick, Paris, Tex.; Mrs. Flo Jam-
son Miller, Wilmington, Ill.; Mrs. Sarah
Bangs Merritt, Loutian, Ill.; Mrs. Mary
M. North, Snow Hill, Md.; Mrs. Lucy G.
Noble, Cedar Falls, Iowa; and Mrs.
Frances M. Parrott, Waterloo, Iowa. The
name of Mrs. Lucy Leggett, of Detroit,
Mich., formerly of Washington, was added
to the list of honorary members.

Resolutions of condolence upon the re-
cent death of a member, Mrs. Lillian M.
Hollister, of Detroit, were passed, and
the following resolutions upon the de-
parture of Mr. Scott C. Bone were unani-
mously adopted:

"Whereas it is announced that Mr.
Scott C. Bone has severed his connection
with Washington journalism and accepted
an editorial position on the Pacific Coast,
therefore,

"Be it resolved, That we, the League
of American Pen Women, do hereby place
on record our sincere and cordial wel-
coming of Mr. Bone to the organization,
and of his interest and valuable co-opera-
tion in previous years, and our sense of
the loss sustained by the community
in general through the removal
of so able and high-minded a journalist."

ARMY ORDERS.

The promotion of First Lieut. CLIFFORD JONES,
Coast Artillery Corps, to the grade of captain,
with rank from August 29, 1911, is announced.
Leave of absence for twenty days is granted First
Lieut. ARTHUR L. BUMP, Twenty-fifth In-
fantry.

The following promotions of officers of the Coast
Artillery Corps are announced, to take effect
August 29, 1911: First Lieut. WILFORD J.
HAWKINS, detached duty, Ordnance De-
partment, in captain; First Lieut. LOUIS C.
BRINTON, Jr., to captain.

NAVAL ORDERS.

The following orders have been issued:
Lieut. M. M. FRECHT, orders of August 28, 1911,
revoked.
Ensign W. T. MALLISON, detached duty Maine;
to temporary duty Bureau of Navigation, Navy
Department, Washington, D. C.
Midshipman B. B. COLEMAN, detached duty
Louisiana and resignation as a midshipman in
the navy accepted, to take effect September 10,
1911.

Madison Director H. WELLS, detached duty in
command of the naval hospital, Portsmouth,
N. H.; to home.
Passed Assistant Paymaster C. R. PARSONS, de-
tached duty naval station, New Orleans, La., to
duty Naval Disciplinary Barracks, Port Royal,
S. C.

Ten Buildings Burned.
Santiago, Cuba, Sept. 8.—Ten buildings
in the business district of Santiago were
destroyed by fire with a loss of \$200,000.
to-day. The firemen were without water for
two hours after the fire started.

A diving bell was utilized in 1909 on the
coast of Mull, Scotland, in searching for
the wreck of a part of the Spanish
armada.

THOUSANDS OF MOTORISTS

are cutting tire expenditures by
using K & W PATENT RUBBERS.
Prevent punctures and blowouts—
double mileage.
Efficiently and easily installed.
National Electrical Supply Co.
1235-1236 New York Ave. Tel. M. 8292.

TAPT WANTS AGREEMENT.

Cabinet Members Told to Get To-
gether on Holding Company.

Beverly, Mass., Sept. 9.—President Taft
to-day sent word to Secretary Mac-
Veagh and Attorney General Wickham
that he would not decide the question of
the National City Company of New
York to act as a holding corporation for
the stock of numerous banks until his
return to Washington.
The President regards this as an ex-
tremely important question, and inas-
much as the two departments hold ex-
actly opposite views on the legal prin-
ciples involved, will hold his decision in
the matter until he has given his dis-
agreeing Cabinet members opportunity
to present their cases.

LIPTON ANXIOUS TO TRY FOR CUP

Wants No Freaks and Then
He Will Challenge.

London, Sept. 9.—"What's good enough
for Uncle Sam is good enough for Lip-
ton. I want no favors; just let me
start fair and square under the rules
recognized from San Diego to New York
by every American yacht club, and I'll
challenge for the America's Cup to-mor-
row."

Sir Thomas Lipton's small blue eyes,
not unlike the blue eyes of Andrew Car-
negie, contracted until they nearly
closed, his shoulders crunched together,
and with his clenched right hand he
hit the open palm of his left as he spoke.
The whole soul of the man was in his
words, and the lever that roused him
was this simple question: "Sir Thomas,
are you afraid to challenge again?"

"The 'international' rule is the one
adopted by every club in Europe," said
Sir Thomas, "so you can see there are
just two sets of rules in existence. The
three Shamrock rules that I started in Amer-
ica were only for the scrap heap after the
races were finished. They would not
be permitted to take part in any yacht-
ing contest in the United States. Every
yachtsman knows that in building such
boats make designing sails everything.
If the 'universal rule' which, as I have
said, is adopted by every club in the
United States is good enough for Amer-
ica, for what reasons should I be pre-
vented from challenging under the same
rule?"

"For a yacht to really have any chance
of winning the cup it must be so freak-
ish that the risk of sending her off across
the ocean would be extreme."
"The Americans can easily change the
old cup regulations of sixty years ago, as
in the deed of gift there is a golden
bridge which states that by the mutual
consent of the opposing parties the con-
ditions of the race can be altered."

"If you stick to the old conditions, you
may as well send the cup to some mu-
seum as an ancient relic. Is young Amer-
ica satisfied to rest on her laurels held un-
der such antiquated conditions?"

"The first sporting code in the world
is not the sort of country to do that. I
cannot believe that American will let a
few men build granite rocks around the
blue ribbon of the sea. If it is worth
keeping it is worth fighting for, and I am
willing to fight in your own waters, un-
der your own rules, and let the best boat
win."

"The Dryden contest this year was very
close, and the New York team took
second prize, with a score of 1,055, only
one point less than Ohio's total, the winners.
The individual totals of the District team
members were: Lieut. Alderman, 143;
Lieut. Brown, 135; Private Fehr, 134;
Sergeant Schmitt, 129; Lieut. Caldwell, 123;
Lieut. Clausen, 125; Capt. Helander, 120;
and Private Clausen, 141. Total, 1,088."

TOLD IN PARAGRAPHS

Columbus, Ohio, Sept. 9.—Judge Han-
kald, in Common Pleas Court, to-day
sentenced Rodney J. Diegle, sr., ser-
geant-at-arms, convicted on the charge
of battery, to three years imprisonment
in the State penitentiary. Diegle re-
ceived his sentence stoically.

Kidnapped Girl's Body Found.

Madison, Wis., Sept. 9.—The body of
Anna Lemberger, aged seven, who was
kidnapped through a window of the
room in which she was sleeping with her
parents, was found to-day in Lake
Mendota with a stone tied to it.

Pellegrina in Penitentiary.

Lexington, Ky., Sept. 9.—Pellegrina
has appeared in the Evansville Penitentiary.
Harvey Davey, the first victim, is in
the hospital, and others are under sur-
veillance.

Business District Wiped Out.

Toledo, Ohio, Sept. 9.—Fire this morn-
ing wiped out the business district of
North Baltimore, Ohio, causing a loss of
\$100,000. Dr. A. J. Henry was caught by
a falling wall, and sustained two broken
ribs and internal injuries which may
prove fatal.

Girl Kills Small Brother.

Sandusky, Ohio, Sept. 9.—While play-
fully snapping the trigger of an "unload-
ed" revolver, fourteen-year-old Mary
Wulchett shot and instantly killed
her seven-year-old brother Eugene, and
wounded her mother, Mrs. Louis Wulch-
ett, who was struck in the arm by the
bullet which killed her son.

Three Die in Bread Riots.

Mexico City, Sept. 9.—Three persons
were killed and eleven others wounded
in bread riots at Rio Blanco, state of
Puebla, to-day, where a large percentage
of the population is starving. Nine hun-
dred picked federal soldiers have been
selected to proceed there.

Five Killed in Quarry.

Chicago, Sept. 9.—Five men were killed
and many others are reported more or
less injured as a result of a dynamite
explosion in a stone quarry one mile
west of Elmhurst. The five men killed
were workmen employed in the quarry.
The quarry is owned by the Elmhurst-
Chicago Stone Company.

Woman Burned in Boudoir.

Hammond, Ind., Sept. 9.—Mrs. E. Mar-
shahn, of Merrillville, was burned to
death to-day in a boudoir she started in
her back yard.

Damaged in Collision.

Hamburg, Sept. 8.—The German steamer
Hudikvallen, which collided with the
Hamburg-American liner Kaiserin Au-
guste Victoria off Cuxhaven this morn-
ing, returned to this port late this after-
noon in a leaking condition. The steam
ship of the Hamburg line was struck in
the bow plates of the ocean greyhound and
was smashed. The latter vessel proceeded to
Cherbourg.

Hepburn Succeeds Gates.

Houston, Tex., Sept. 8.—A. B. Hepburn,
president of the Chase National Bank
of New York, was to-day elected a director
and member of the executive committee
of the Texas Company to fill the vacancy
caused by the death of John W. Gates.
The customary quarterly dividend was
cut in half.

Two Killed When Wall Falls.

Cincinnati, Ohio, Sept. 8.—Ten men
were killed in the collapse of a wall at
the Corcoran lamp factory early to-day,
two being killed outright. Several were
removed in a serious condition from the
debris. Workmen declared that five others
were still beneath the wreckage.

PRICE OF AUTOS NOT TO DECREASE

Will Remain Staple Until
After Election.

STUDEBAKER'S FINE PLANT

All Agents Are Shown Through
Place Every Season—Royalty
Entertained by the Company
While Visiting Detroit—How
Automobiles Are Manufactured.

Will automobiles become cheaper?
This is a question that has been asked
about them ever since they were first
placed on the market and to a certain
extent it has already been answered
by the manufacturers themselves. Ma-
chines to-day are much cheaper and far
more dependable than they were ten
years ago. Whether or not the price
will fall still lower during the coming
season is a question. Automobiles can
be purchased to-day for most any
amount, from \$400 on up into the thou-
sands of dollars.

Many students of the automobile sit-
uation are of the opinion that machines,
and by that they mean cars which are
built by reputable manufacturers who
stand back of their products, have about
reached the rock bottom price. In sup-
port of their contention they point to
the fact that some of the manufacturers
of the medium priced machines have re-
cently increased instead of decreased the
cost of their product. The high cost
of skilled labor and of raw material are
the most potent reasons given why ma-
chines will not be materially cheaper
during the next year at least. Economic
conditions may change with the Presi-
dential election, but until after the next
Chief Executive is installed in the White
House there does not promise to be
much change in the automobile situa-
tion.

The Studebaker Company.

Every automobile factory, like other
large business enterprises, has been
striving since its infancy to outdo its
competitor in one essential particular:
that of having a loyal crowd of repre-
sentative men who stand behind
what they sell at all times. We read
about the employment of experts to re-
duce the cost price and install a system
in big plants. Few automobile factories
have adopted this principle of employing
outside help to perform this task rather
do it themselves.

One of the best examples of unity of
operation and system is the Studebaker
Corporation, manufacturers of the E-M-F
and Flanders cars. Though the name
Studebaker was known long before au-
tomobiles were dreamed of by the wagons
the company built it was less than three
years ago that the present organization
was formed. The E-M-F car is still
three years old and the Flanders is still
younger. However, within the past two
years there is an automobile on the mar-
ket that has been more in the public eye
than either one of these machines. A factory organization that
is second to none has been built up.
The factory is one of the biggest in the
world. Every part of the car from the
smallest nut to the carburetor is built in
this factory. Automobile machinery
has displaced hand labor everywhere,
and there are portions of the factory
where one man is taking care of half a
dozen machines that do the work of
twice that many men. Each and every
employee has but one thing in mind:
moment that he completes his task the
particular part is passed on to some
one else who, after doing his allotted
task, passes it on to the next man.

Agents Closely Allied.

In order that its representatives might
more properly appreciate the nature and
scope of the factory and see for themselves
just how automobiles are built, as well
as what system means, this concern is
now putting into operation one of the
biggest undertakings ever assumed by
any business corporation, that of bring-
ing all its representatives to Detroit and
taking them through the factory. In all,
the company has about 2,000 representa-
tives in the United States.

The plan is it is now being carried
out, to divide the country up into sec-
tions. Representatives from closely al-
lied sections are brought to the factory
at the same time. Special trains are
provided to carry them to and from
their destination. These trains run di-
rectly into the factory siding at Detroit.
There the parties are greeted by the
factory officials and every crowd is
scheduled to arrive early in the morning.
Breakfast is the first thing on the pro-
gramme.

Then the party is taken to the Flanders
plant, and there split up into crowds of
eight and ten. Factory men act as
guides for the parties and show them
through the plant, explaining everything
in detail from the shop floor to the plant
of molten metal into a front axle, and
the heat process and oil treatment of
metal after passing through the gear-
cutting room.

After seeing how automobiles are made,
the party is taken to lunch. Then the
agents go for an automobile ride around
Detroit. A visit to the Morgan & Wright
tire factory is made. Then the process
of building an automobile tire from the
route of 3,500-mile flight.

ROUTE OF 3,500-MILE FLIGHT.

Above is the route birdman Fowler and
his "Cole Flyer" will follow in his air
cruise across the continent. He leaves
San Francisco to-day, and expects to
land in New York in twenty-six days.

J. C. Cole, President of the Cole Motor

Car Company, who entered Fowler in the
contest, states that the route mapped
out is about 3,500 miles long, the shortest
possible route from New York to San
Francisco by the way of Chicago.

One of the conditions of the Hearst
contest is that the Flyer must stop in
Chicago. The route Flyer will follow
appears to be by far the safest
and easiest.

Fowler will fly the "Cole Flyer"—a
Wright biplane fitted with Cole 20-hp
motor. The Cole motor may not be in-
stalled until after the high Sierra Nevada
mountains are crossed, because of its
weight. But the remaining 2,000 miles
of the journey the powerful steady-run-
ning Cole motor will be used, and is ex-
pected to give Fowler greatly increased
speed.

Mr. C. P. Henderson, general sales
agent for the Cole Motor Company, has
arranged with the Cole distributors along
the proposed route to aid and abet Fowler
in every possible way. Each Cole dis-
tributor through whose territory Fowler
may be flying will post Cole cars along
the route of each day's flight, so that a
car will always be within halting dis-
tance of Fowler.

In addition to this service Fowler will
be followed by a special train carrying
parts enough to build three machines,
numerous skilled mechanics, physical
trainers, dietitians, doctors, nurses, &c.
Fred Grundy, the Los Angeles million-
aire sportsman, who is managing the
flight, says that no aerial expedition has
ever been so well equipped or so patron-
izedly camped. President Cole and
Manager Grundy are both confident that
Fowler will succeed in winning the \$50,
000 Hearst prize.

Fowler in his "Cole Flyer" will be under

observation every mile of the flight
by a brigade of watchers in Cole au-
tomobiles.

Mr. C. P. Henderson, general sales
agent for the Cole Motor Company, has
arranged with the Cole distributors along
the proposed route to aid and abet Fowler
in every possible way. Each Cole dis-
tributor through whose territory Fowler
may be flying will post Cole cars along
the route of each day's flight, so that a
car will always be within halting dis-
tance of Fowler.

In addition to this service Fowler will
be followed by a special train carrying
parts enough to build three machines,
numerous skilled mechanics, physical
trainers, dietitians, doctors, nurses, &c.
Fred Grundy, the Los Angeles million-
aire sportsman, who is managing the
flight, says that no aerial expedition has
ever been so well equipped or so patron-
izedly camped. President Cole and
Manager Grundy are both confident that
Fowler will succeed in winning the \$50,
000 Hearst prize.

Political "Machine" Runs Down Foe of Autoists

Sheriff William "Catch 'Em" Vielt Nearing End
of Term and Cannot Serve Again Under
Law Out in Montgomery County.

Sheriff Vielt, of Montgomery County,
known in several States as a terror to
automobileists, has been run over by a
machine. The only casualties, however,
was that the sheriff's power was broken.

Out in Montgomery County the machine
that controls political affairs has de-
clared that man can be sheriff for one
term only, no matter how much he's
stuck on the job. Accordingly, at the re-
cent primary in Maryland, Sheriff Vielt
was not re-nominated.

During his term of office, the sheriff
had lots of excitement. When he as-

sured the shrewdly, he started in
"pinching" auto speeders right off the
bat. Sunday, nearly everybody's day of
rest, was his busy day. Even Vice Pres-
ident Sherman was among those his trusty
men have held up.

Finally, business was so good, the
sheriff bought himself an auto, figuring
that it takes a speeder to nail some
speeders. Since he got the auto, speed-
ing has been absolutely tabooed in his
backyard.

But after section things will be dif-
ferent. Tom up your auto, throw on
your high speed, and let 'er rip. Sheriff
Vielt "ain't no mo."

covered more than one-third of its jour-
ney. The frozen country of Alaska,
hitherto unknown to automobiles, is the
next place to be conquered by this car
and its crew.

During the next two weeks there will
be a great influx of motorists into Wash-
ington. They will consist mainly of the
local contingent who have been away
touring for the summer. In addition to
this crowd, there will also be a number
of visitors, for this city is becoming a
popular rendezvous for Northern tourists
who make fall trips.

It is due to Gov. Hoke Smith, of Geor-
gia, that the good roads movement has
taken such a hold in that State. He was
instrumental in having the convicts work
on the roads instead of in the mines, as
they formerly did. To-day that State has
more miles of good highway than has
any of its sister States.

The nomination of Bob Burman and
Billy Knipper, with Victor Hemery, as
drivers of the Benz cars in the grand
prize to be run in Savannah November
30 is further indication that a large
portion of the foreign cars will be
manned by American drivers. Carl
Bragg and David Bruce-Brown will be
seen behind the wheel of Fiat cars. Many
American manufacturers are building
special cars for this race instead of en-
tering the stock models against the spe-
cially built racing machines of the for-
eigners.

From the American Automobile Asso-
ciation national headquarters in New
York, at 3 o'clock Friday afternoon, two
Flanders 20-horsepower cars started on
the nearly 1,400 mile pathfinding trip for
the 1911 Glidden tour over the national
highways, New York to Atlanta to Jack-
sonville.

These two little cars reached New York
Friday afternoon, having been driven
over the road from Buffalo, and a gar-
ment was presented to speed "Pathfinder"
Westgard, of the American Automobile
Association touring information bureau,
and his party on their long journey.

The approximate schedule of the path-
finders will be:

September 8, Philadelphia, Hotel Wal-
ton; 9, Gettysburg, Eagle Hotel; 10,
Staunton, Va., Hotel Beverly; 11, Roanoke,
Hotel Raleigh; 12, Winston-Salem,
Hotel Zinsendorf; 13, Charlotte, N. C.,
Hotel Selwyn; 14, Anderson, S. C., Hotel
Chiquoya; 15, Atlanta, Ga., Hotel Pied-
mont; 16, Macon, Ga., Hotel Piedmont; 17,
Jackson, Ga.; 18, Valdosta, Ga.; 19, Jack-

W. C. Long, manager of the Commer-
cial Auto and Supply Company, left yester-
day on a visit to Atlantic City. He ex-
pects to be gone about two weeks.

Miller Brothers Auto and Supply Com-
pany has sold Model T Ford touring cars
to G. A. Kernher and the Washington
Playground Association, and Ford torpedo
runabouts to Dr. V. B. Jackson and Dr.
C. E. Ferguson.

William Jose, manager of the automo-
bile supply department of the National
Electrical Supply Company, has been the
recipient of many congratulations during
the last few days for the manner in which
he has decorated his show window with
Nobby tread tires. As one admirer put
it, "a nobby window with Nobby treades."

W. W. Adamson, Jr., has purchased a
1912 E-M-F semi-tonneau from the Com-
mercial Auto and Supply Company.

Following a custom set several years
ago, a number of Cadillac dealers in
various parts of the country have been
driving their 1912 demonstrating cars over
the road from the factory to their home
territories; and several of them have
made fast runs in spite of the adverse
road conditions encountered.

Perhaps the most conspicuous of these
trips was that of George E. Blakeslee,
the Cadillac dealer at Jersey City, N. J.
Driving through from Detroit to Jersey
City practically without pause, Blakeslee's
Cadillac covered the 94 miles in
elapsed time of 25 hours 29 minutes. The
actual running time was 26 hours 35 min-
utes, which was better by 5 hours 31
minutes, than Blakeslee's former record,
made a year ago.

—Any bad roads and much mud were
encountered through Canada and New
York, but the motor was not stopped
once. Mr. Blakeslee advises the Cadillac
Company. He says the behavior of the
car was splendid. More than 80 cars
were in waiting for the Cadillac when it
reached Jersey City, and escorted it
through the streets to the local sales-
room.

Larry Nygaard drove a 1912 Cadillac
from Detroit to Omaha, with the idea of
lowering the running time between the
two cities; but rain and the sticky Iowa
gumbo defeated his purpose. From Det-
roit to Chicago the run was made in
exactly thirteen hours, and another sev-
enteen hours saw the car in Des Moines.
Up to within a few hours of Des Moines,
Nygaard was several hours ahead of the
record; but lost time when he struck
the Iowa mud, which frequently buried
the wheel hubs. This condition contin-
ued until Omaha was reached, but in
spite of it the running time was thirty-
eight hours.

The advantage of the Cadillac electric
self-starting system, was shown when
necessary to stop the car for the pas-
sage of teams, pedestrians, &c. Each
time the motor was stopped, saving gas-
oline, and starting again without crank-
ing. No water was placed in the radiator
of the car before leaving Detroit and
Omaha, although considerable low speed
work was necessary in the adhesive soil
of the Iowa and Nebraska roads.

A motorist may find that an inner
tube has been injured and perhaps ruined
from no apparent cause. Upon examina-
tion small holes will be found in its
surface, the only logical reason for their
presence being apparently poor tube ma-
terial. This, however, is seldom the
cause, says the Michelin tire man. The
real trouble lies with the motorist. He
has carelessly fitted the tube, allowing
small particles of mud and dirt to en-
ter the envelope, the air pressure from
within the tube and the external pres-
sure having combined to grind the for-
eign matter into the tube.

When fitting a tire it is not enough to
simply clean the envelope and tube. Care
should be taken to admit no mud or

covered more than one-third of its jour-
ney. The frozen country of Alaska,
hitherto unknown to automobiles, is the
next place to be conquered by this car
and its crew.

During the next two weeks there will
be a great influx of motorists into Wash-
ington. They will consist mainly of the
local contingent who have been away
touring for the summer. In addition to
this crowd, there will also be a number
of visitors, for this city is becoming a
popular rendezvous for Northern tourists
who make fall trips.

It is due to Gov. Hoke Smith, of Geor-
gia, that the good roads movement has
taken such a hold in that State. He was
instrumental in having the convicts work
on the roads instead of in the mines, as
they formerly did. To-day that State has
more miles of good highway than has
any of its sister States.

The nomination of Bob Burman and
Billy Knipper, with Victor Hemery, as